



State of Idaho

Department of Parks and Recreation

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May 13, 2025

Boise National Forest
Attn: Brian Lawatch
1249 S. Vinnell Way, Suite 200
Boise, ID 83709

Via CARA Portal: <https://cara.fs2c.usda.gov/Public/CommentInput?Project=67427>

RE: Snag Nellie Project Environment Assessment & FONSI

Idaho Department of Parks and Recreation (IDPR) is the duly established executive department under State of Idaho Code, with the stated mission of improving the quality of life in Idaho through outdoor recreation and resource stewardship. Acting under the supervision of the Idaho Park and Recreation Board, IDPR carries out recreational policies and programs of the State. Consistent with its statutory authorities, the Department participates in federal land management planning and project planning to further the public interest in recreational, scenic, and historical/archeological values.

Responsible IDPR staff manage wheeled and over-snow off-highway vehicle (OHV) recreation throughout Idaho through the Motorized Trail Program. IDPR's Trail Ranger and Trail Cat Programs provide maintenance and construction, and its OHV Education Program provides OHV training and environmental education. Through IDPR's Off Road Motor Vehicle and Motorbike Recreation Funds, grants are awarded to fund trail building and maintenance, and law enforcement activities. IDPR Trail Program partnerships with US Forest Service, Bureau of Land Management, and Idaho Department of Lands result in the maintenance and improvement of hundreds of miles of Idaho's extensive and remarkable trails each year.

IDPR's Non-Motorized Trails Program advocates for non-motorized trail users across Idaho.

Regarding the subject Project, having reviewed the EA/FONSI and supporting documents, IDPR offers the feedback items noted below, further detailed on the three pages to follow. This input is supplemental to the standing concerns and advice shared in our March 17 letter submitted during the Scoping phase of the NEPA process.

- 1) "For More Information Contact" section of the EA for this specific Project may be composed in error.
- 2) EA Maps, pages 11-12 & 15-16 contain Legends with trail type symbology reversed between 50" & motorcycle.
- 3) A mapping error persists on EA pages 11 and 16 for the true location of the western segment of Tyndall Creek Trail 107. A new centerline was established in 1997 by a significant reroute and temporary bridge. The bridge was later replaced in 2016 with a permanent structure and a smaller reroute was implemented under the direction of USFS staff. The new (1997 + 2016) centerline has not since been applied in USFS GIS data. A statement of a volunteer involved in the project is included on the following pages to establish provenance in the absence of official documentation. The error should not be further memorialized with the Decision for this EA, and the same correction should be applied for any 2025 release of Visitor and MVUM maps in paper & PDF, and in EDW data.

Thank you for the opportunity to comment during this public process. We greatly value our partnership.

Regards,

Land Access Coordinator
Idaho Department of Parks and Recreation – Recreation Bureau

IDPR thanks Boise NF for its commitments contained in the Project EA to preserve and restore the significant number of trails and trail miles (EA page 8) affected by the fires in the project areas. BNF Recreation staff should be commended, pre-Decision, for organizing the preparation for a concerted clear/assess/inventory response in partnership with volunteer groups and IDPR. The execution of this initiative will be crucial to determine what the actual needs are and to use the collected objective information to apply for Burn Area Recovery (BAR) funding such as for burned bridges, and for repairing associated tread and replacing culverts damaged by increased hydrologic activity due to burn scars.

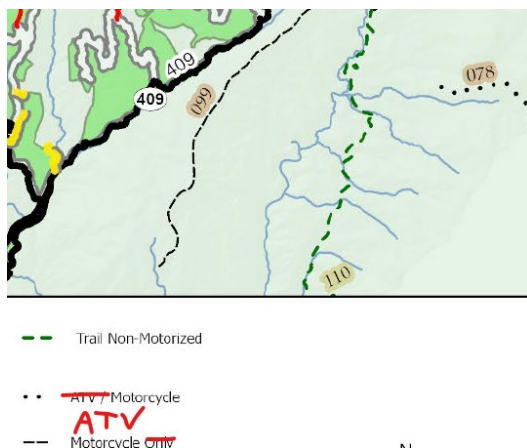
Details of summary items on page 1:

1) PDF Page 2 of EA/FONSI

On the inside cover the “For More Information Contact” section cites Mountain Home contact information rather than that for the involved Ranger Districts. Correct this if not intended.

2) EA maps, pages 11-12 & 15-16, incorrect symbology descriptions

As in this one example of the four maps with some version of this issue, the Legend description texts for the trail symbols are swapped *Motorcycle only* versus *ATV / Motorcycle*. IDPR would also recommend that the term “OHVs maximum 50” in width” may be more appropriate to encompass all valid motorized uses without distinguishing vehicle type within the width class.



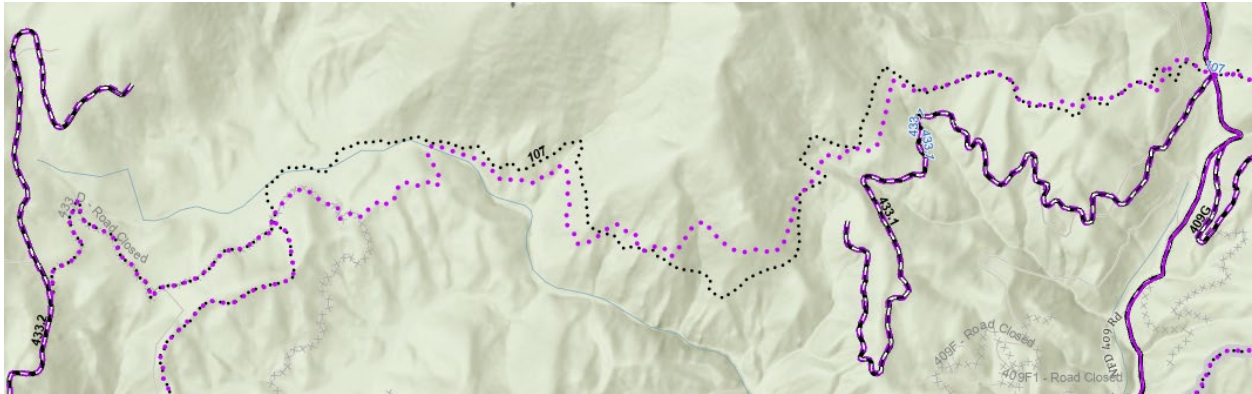
3) EA pages 11 & 16 maps remain in error for the true centerline location of Tyndall Creek Trail 107

Project actions for Tyndall Creek Trail 107 should not follow the in-error legacy centerline through Stoney Meadow which persists in USFS GIS data to this day. The project map must be corrected for the purpose of locating the actual trail corridor (as well as correction needed for Visitor and MVUM maps).

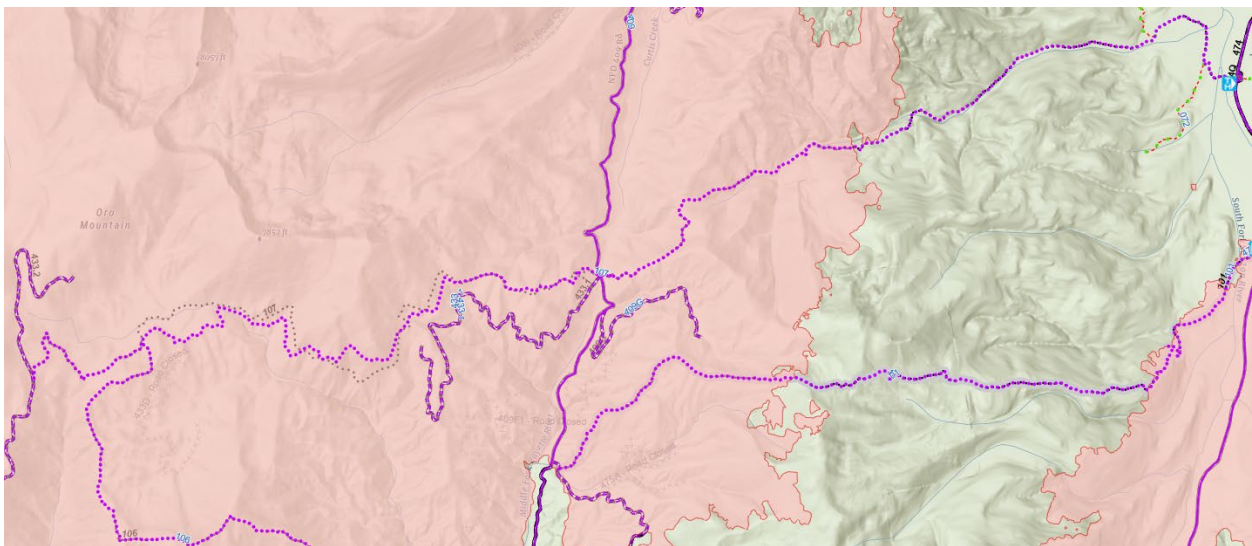
As explained in detail in IDPR’s March 17 letter during Scoping, the GIS for the centerline of trail 107 particularly in the segment of the trail west of NFSR 409 to its intersection with Trail 106 is **significantly in error in the EA maps** (and MVUM). The trail was rerouted at the direction of FS employees in 2016 specifically to remove the segment of legacy trail traversing Stoney Meadow by the historic Cabin. This reroute included the installation of a trail bridge and other measures to avoid the meadow and other sensitive resources. Inspection, condition and asset inventory, and mitigation under this Project of trail tread, bridge and other structure damage, plus treatment for hazard trees, will necessarily need to follow the actual prism as-signed and in-use since the 2016 reroute project was executed.

IDPR has preemptively applied the many-times ground-validated Trail 107 centerline correction to the geodata behind the Idaho Trails web map. The following link represents both the correction (purple dot

trace; IDPR geodata) and the erroneous legacy MVUM centerline (black dot trace; MVUM consumed dynamically from USFS EDW): <https://arcg.is/0bW9a2> and illustrated below.



This version of the map <https://arcg.is/1ir5aT1> also includes WSIGS layer to show Snag Fire and other recent Fire perimeters, which layer may be disabled for clarity under Map Layers > Fire Information, also illustrated below.



Included with his permission, the following are the statement and photographs provided by Mr. James McDonald, a founding (1982) and current member Treasure Valley Trail Machine Association Inc. (TVTMA.org). Mr. McDonald participated in the Tyndall reroutes and the building of bridges over a tributary to Middle Fork Payette River.

Before the 1997 [Idaho Trail Machine Association (ITMA)] State Ride at Stolle Meadow, the club contacted the Cascade R.D. about riding thru the meadow at Stoney Meadow. It was swampy. They had us build a pole bridge downstream of the meadow and build 0.4 mile of new trail to meet the road that accesses the next piece of trail [NFSR 433D, ML1 Closed & Stored; connects to Tr106]. In 2012, I contacted them because the bridge was falling in, and we needed to do something. After 4 years [...], my retired riders crew with 4 F.S employees put in the current bridge. Charlie Jarvis was the F.S. lead on the crew. He is a Cascade local, and probably still works for the Boise National Forest, Cascade, or Emmett District. The [replacement, permanent] bridge went in, in 2016. We used F.S. pressure treated boards for the deck, and logs that they cut, and we all peeled and set in place for the stringers. We also did a small reroute of the trail on the south side of the bridge, as per their request. We had 6 volunteers, and [FS] brought [in] 4 summer employees.

Photographed by Mr. McDonald prior to the Snag fire:



For one of the club's now deceased members who helped build it in 2016, the bridge had later become colloquially known as the Les Burnam Memorial Bridge among members who fondly remember the man's significant contributions to the club and the Forest's trails. Les continues to be remembered to this day through TVTMA's naming in his honor of the annual Bull Trout Lake (Lowman RD) Adopt-a-Trail work weekend, including the 36th iteration on June 21, 2025: <https://tvtma.org/pages/adopt-a-trail>.